

2002

**Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates**

where available

Jurisdiction Report

60

Montgomery County
City of Radford
Town of Blacksburg
Town of Christiansburg

Prepared By

**Virginia Department of Transportation
Mobility Management Division**

In Cooperation With

**U.S. Department of Transportation
Federal Highway Administration**

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled “Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes” includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled “Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99”.

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management’s Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axe Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axe Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is “R”, the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North 	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Secondary Route	

Special Routes

Bus 	Bus - Business Route
Bypas - Bypass Route	
Truck - Truck Route	
ALT 	ALT - Alternate Route
	Wve - Wve Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division

2002
Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
8	5.99	6900	G	93%	0%	3%	1%	3%	0%		F	0.096	F	0.712	7000	G	2002
8	3.26	9100	G	93%	0%	3%	1%	3%	0%		F	0.097	F	0.665	9200	G	2002
Town of Christiansburg																	
8	0.22	14000	G	95%	0%	3%	1%	1%	0%		F	0.094	F	0.591	15000	G	2002
8 W Main St	0.77	13000	G	95%	0%	3%	1%	1%	0%		C	0.092	F	0.592	14000	G	2002
Montgomery County																	
11	0.15	29000	G	97%	0%	1%	0%	1%	0%		F	0.089	F	0.558	30000	G	2002
11	0.21	29000	G	97%	0%	1%	0%	1%	0%		F	0.089	F	0.558	30000	G	2002
City of Radford																	
11 Norwood St	0.26	21000	G	97%	1%	1%	1%	1%	0%		F	0.095	F	0.563	22000	G	2002
11 Norwood St	0.77	13000	G	97%	1%	1%	1%	1%	0%		C	0.086	F	0.532	14000	G	2002
11 Norwood St	0.93	13000	G	97%	1%	1%	1%	1%	0%		F	0.087	F	0.502	13000	G	2002
11 Norwood St	1.46	6600	G	97%	0%	2%	0%	0%	0%		C	0.094	F	0.548	6800	G	2002
Montgomery County																	
11	1.47	10000	G	98%	0%	1%	1%	1%	0%		F	0.11	F	0.56	10000	G	2002
11	2.32	9000	G	98%	0%	1%	1%	1%	0%		F	0.109	F	0.555	9100	G	2002
11	0.65	9500	G	98%	0%	1%	1%	1%	0%		F	0.105	F	0.533	9600	G	2002
Town of Christiansburg																	
11 Radford St	1.40	11000	G	97%	0%	2%	0%	1%	0%		C	0.096	F	0.507	11000	G	2002
11 W Main St	0.30	9600	G	97%	0%	2%	0%	1%	0%		F	0.089	F	0.56	10000	G	2002
11 E Main St	0.12	8300	G	97%	0%	2%	0%	1%	0%		F	0.087	F	0.514	8600	G	2002
11 Roanoke St	0.11	13000	G	97%	0%	2%	0%	1%	0%		F	0.087	F	0.529	13000	G	2002
11 Roanoke St	0.98	12000	G	97%	0%	2%	0%	1%	0%		F	0.091	F	0.535	13000	G	2002
11 Roanoke St	0.90	15000	G	95%	0%	2%	1%	1%	0%		C	0.064	F	0.549	16000	G	2002
11 Roanoke St	0.91	17000	G	93%	0%	2%	1%	3%	0%		F	0.083	F	0.567	18000	G	2002
11 Roanoke St	0.29	8500	N	93%	0%	2%	1%	3%	0%		N	0.091	N	0.507	8800	N	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Town of Christiansburg																	
11 Roanoke St	2.01	8500	G	93%	0%	2%	1%	3%	0%		F	0.091	F	0.507	8800	G	2002
Montgomery County																	
11	5.11	8000	G	95%	0%	2%	1%	1%	0%		F	0.089	F	0.528	8100	G	2002
11	3.21	8100	G	95%	0%	2%	1%	1%	0%		F	0.091	F	0.639	8200	G	2002
11	2.43	8500	G	95%	0%	2%	1%	1%	0%		F	0.095	F	0.677	8600	G	2002
North																	
81	0.49	22000	F	68%	1%	2%	1%	27%	2%		F	0.071	F		22000	F	2002
Combined Traffic:		42000	F	69%	1%	2%	1%	26%	2%		F	0.071	F		42000	F	
North																	
81	3.81	17000	G	68%	1%	2%	1%	27%	2%		F	0.072	F		17000	G	2002
Combined Traffic:		35000	G	69%	1%	2%	1%	26%	2%		F	0.069	F	0.524	34000	G	
North																	
81	5.12	20000	A	68%	1%	2%	1%	27%	2%		C	0.100	A		20000	A	2002
Combined Traffic:		39000	A	69%	1%	2%	1%	26%	2%		C	0.099	A	0.542	39000	A	
North																	
81	0.08	21000	G	68%	1%	2%	1%	27%	2%		F	0.067	F		21000	G	2002
Combined Traffic:		43000	G	69%	1%	2%	1%	26%	2%		F	0.068	F	0.525	42000	G	
Town of Christiansburg																	
North																	
81	3.90	21000	G	68%	1%	2%	1%	27%	2%		F	0.067	F		21000	G	2002
Combined Traffic:		43000	G	69%	1%	2%	1%	26%	2%		F	0.068	F	0.525	42000	G	
North																	
81	0.77	24000	G	68%	1%	2%	1%	27%	2%		F	0.064	F		24000	G	2002
Combined Traffic:		47000	G	69%	1%	2%	1%	26%	2%		F	0.062	F	0.509	46000	G	
Montgomery County																	
North																	
81	9.22	24000	G	68%	1%	2%	1%	27%	2%		F	0.064	F		24000	G	2002
Combined Traffic:		47000	G	69%	1%	2%	1%	26%	2%		F	0.062	F	0.509	46000	G	
North																	
81	2.22	24000	G	68%	1%	2%	1%	27%	2%		F	0.073	F		24000	G	2002
Combined Traffic:		49000	G	69%	1%	2%	1%	26%	2%		F	0.076	F	0.547	49000	G	
South																	
81	0.61	21000	F	70%	1%	2%	1%	25%	2%		F	0.074	F		20000	F	2002
Combined Traffic:		42000	F	69%	1%	2%	1%	26%	2%		F	0.071	F		42000	F	
South																	
81	4.01	18000	G	70%	1%	2%	1%	25%	2%		F	0.074	F		18000	G	2002
Combined Traffic:		35000	G	69%	1%	2%	1%	26%	2%		F	NA			34000	G	
South																	
81	4.78	20000	A	70%	1%	2%	1%	25%	2%		A	0.104	A		19000	A	2002
Combined Traffic:		39000	A	69%	1%	2%	1%	26%	2%		C	NA			39000	A	
South																	
81										SR 8							

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Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
South 81	0.03	22000	G	70%	1%	2%	1%	25%	2%	F	0.067	F		21000	G	2002	
Combined Traffic:		43000	G	69%	1%	2%	1%	26%	2%	F	0.068	F	0.525	42000	G		
To				SCL Christiansburg													
Town of Christiansburg																	
South 81	4.32	22000	G	70%	1%	2%	1%	25%	2%	F	0.067	F		21000	G	2002	
Combined Traffic:		43000	G	69%	1%	2%	1%	26%	2%	F	NA			42000	G		
To				US 11 US 460													
South 81	0.29	23000	G	70%	1%	2%	1%	25%	2%	F	0.061	F		22000	G	2002	
Combined Traffic:		47000	G	69%	1%	2%	1%	26%	2%	F	0.062	F	0.509	46000	G		
To				NCL Christiansburg													
Montgomery County																	
South 81	9.39	23000	G	70%	1%	2%	1%	25%	2%	F	0.061	F		22000	G	2002	
Combined Traffic:		47000	G	69%	1%	2%	1%	26%	2%	F	NA			46000	G		
To				60-603 Ironito													
South 81	2.06	25000	G	70%	1%	2%	1%	25%	2%	F	0.061	F		25000	G	2002	
Combined Traffic:		49000	G	69%	1%	2%	1%	26%	2%	F	0.076	F	0.547	49000	G		
To				Roanoke County Line													
Town of Christiansburg																	
111 Cambria Street	0.79	5800	G	95%	0%	3%	1%	1%	0%	C	0.09	F	0.540	6000	G	2002	
To				Ellett Rd													
111 Cambria Street	0.39	6700	G	96%	1%	3%	0%	1%	0%	C	0.095	F	0.513	7000	G	2002	
To				Depot St													
111 Depot Street	0.97	4300	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.501	4500	G	2002	
To				Park St													
111 Depot Street	0.11	5900	G	96%	0%	2%	1%	1%	0%	C	0.096	F	0.518	6100	G	2002	
To				US 11													
Montgomery County																	
114	1.02	18000	G	96%	0%	2%	1%	1%	0%	F	0.088	F	0.529	18000	G	2002	
To				Pulaski County Line													
114	3.62	16000	G	96%	0%	2%	1%	1%	0%	F	0.093	F	0.506	17000	G	2002	
To				E 60-659													
114	1.34	12000	G	96%	0%	2%	1%	1%	0%	F	0.092	F	0.508	12000	G	2002	
To				WCL Christiansburg													
Town of Christiansburg																	
114 Peppers Ferry Road	1.44	13000	G	96%	0%	2%	1%	1%	0%	F	0.084	F	0.514	14000	G	2002	
To				US 460													
Montgomery County																	
177	2.33	10000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.546	10000	G	2002	
To				S 60-600													
177	Tyler Ave	0.86	7400	G	96%	0%	2%	0%	1%	0%	F	0.095	F	0.590	7700	G	2002
To				SCL Radford; Rock Rd													
177 Tyler Ave	0.78	11000	G	97%	0%	2%	0%	1%	0%	C	0.092	F	0.593	11000	G	2002	
To				Auburn Ave													
177 Tyler Ave	0.44	11000	G	96%	0%	2%	0%	1%	0%	F	0.086	F	0.509	12000	G	2002	
To				Adams St													
177 Tyler Ave				US 11 Norwood St													

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
232	0.58	6600	G	95%	0%	2%	1%	3%	0%	From I-81 To SCL Radford	F	0.088	F	0.546	6700	G	2002
City of Radford																	
232 First St	2.71	6200	G	95%	0%	2%	1%	3%	0%	From SCL Radford To Bolling Street	C	0.094	F	0.575	6400	G	2002
232 First St	0.63	10000	G	95%	0%	2%	1%	3%	0%	From Bolling Street To Wadsworth St	F	0.088	F	0.514	11000	G	2002
232 First St	0.31	12000	G	95%	0%	2%	1%	3%	0%	From Wadsworth St To Arlington Ave	F	0.093	F	0.571	12000	G	2002
232 First St	0.20	15000	G	95%	0%	2%	1%	3%	0%	From Arlington Ave To US 11	F	0.088	F	0.533	15000	G	2002
Town of Blacksburg																	
412 Prices Fork Rd	1.07	25000	G	98%	0%	1%	0%	1%	0%	From US 460 To Toms Creek Rd	F	0.087	F	0.574	26000	G	2002
412 Prices Fork Rd	0.28	18000	G	98%	0%	1%	0%	1%	0%	From Toms Creek Rd To Main St	C	0.079	F	0.505	18000	G	2002
Montgomery County																	
460	3.46	12000	G	89%	0%	2%	1%	7%	1%	From Giles County Line To NCL Blacksburg	F	0.089	F	0.677	12000	G	2002
Town of Blacksburg																	
460	3.70	11000	G	89%	0%	2%	1%	7%	1%	From NCL Blacksburg To SR 412 Prices Fork Rd	F	0.086	F	0.657	12000	G	2002
460	3.43	12000	G	91%	0%	3%	0%	5%	1%	From SR 412 Prices Fork Rd To US 460 Bus SCL Blacksburg	C	0.098	F	0.697	12000	G	2002
Montgomery County																	
460	1.05	40000	G	89%	0%	2%	1%	7%	1%	From US 460 Bus SCL Blacksburg To NCL Christiansburg	F	0.08	F	0.583	41000	G	2002
Town of Christiansburg																	
460 N Franklin St	0.97	40000	N	89%	0%	2%	1%	7%	1%	From NCL Christiansburg To SR 114 Peppers Ferry Rd	N	0.08	N	0.583	41000	N	2002
460 N Franklin St	0.66	49000	G	89%	0%	2%	1%	7%	1%	From SR 114 Peppers Ferry Rd To US 460 Bus	F	0.082	F	0.55	50000	G	2002
Montgomery County																	
460	2.62	19000	G	89%	0%	2%	1%	7%	1%	From ECL Christiansburg To US 11, US 460 Bus	F	0.075	F	0.503	19000	G	2002
Town of Christiansburg																	
460 11 Roanoke St	0.91	17000	G	93%	0%	2%	1%	3%	0%	From US 11, BUS US 460 To 0.20 Mile North I-81 at Ramp	F	0.083	F	0.567	18000	G	2002
460 11 Roanoke St	0.29	8500	N	93%	0%	2%	1%	3%	0%	From 0.20 Mile North I-81 at Ramp To Tower Rd, Hampton Rd	N	0.091	N	0.507	8800	N	2002
460 11 Roanoke St	2.01	8500	G	93%	0%	2%	1%	3%	0%	From Tower Rd, Hampton Rd To ECL Christiansburg	F	0.091	F	0.507	8800	G	2002
Montgomery County																	
460 11	5.11	8000	G	95%	0%	2%	1%	1%	0%	From ECL Christiansburg To 60-753	F	0.089	F	0.528	8100	G	2002
460 11	3.21	8100	G	95%	0%	2%	1%	1%	0%	From 60-753 To 60-631	F	0.091	F	0.639	8200	G	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck					QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
460 11	2.43	8500	G	95%	0%	2%	1%	1%	0%	From 60-631 To Roanoke County Line	F	0.095	F	0.677	8600	G	2002
Town of Christiansburg																	
Bus 460	0.18	32000	G	96%	0%	2%	1%	1%	0%	From US 460	F	0.089	F	0.592	33000	G	2002
Bus 460 N Franklin St	0.11	32000	G	96%	0%	2%	1%	1%	0%	To WCL Christiansburg	F	0.089	F	0.592	33000	G	2002
Bus 460 N Franklin St	1.38	27000	G	96%	0%	2%	1%	1%	0%	From SR 111 Cambria St	C	0.082	F	0.534	28000	G	2002
Bus 460 N Franklin St	0.28	12000	G	96%	0%	2%	1%	1%	0%	To Depot St	F	0.083	F	0.518	12000	G	2002
Bus 460 E Main St	0.12	8300	G	97%	0%	2%	0%	1%	0%	From US 11 Main St	F	0.087	F	0.514	8600	G	2002
Bus 460 11 E Main St	0.11	13000	G	97%	0%	2%	0%	1%	0%	To Roanoke St	F	0.087	F	0.529	13000	G	2002
Bus 460 11 Roanoke St	0.98	12000	G	97%	0%	2%	0%	1%	0%	From E Main St	F	0.091	F	0.535	13000	G	2002
Bus 460 11 Roanoke St	0.90	15000	G	95%	0%	2%	1%	1%	0%	To Craig St	F	0.064	F	0.549	16000	G	2002
Bus 460 11 Roanoke St										From SR 111 Depot St							
Bus 460 11 Roanoke St										To US 460							
Town of Blacksburg																	
Bus 460 Main St	2.32	6800	G	97%	1%	1%	0%	0%	0%	From US 460	C	0.096	F	0.672	7100	G	2002
Bus 460 Main St	0.26	16000	G	97%	1%	1%	0%	0%	0%	To Bruce Dr	F	0.083	F	0.600	17000	G	2002
Bus 460 Main St	0.17	17000	G	97%	1%	1%	0%	0%	0%	To Progress St	F	0.079	F	0.557	18000	G	2002
Bus 460 Main St	0.53	19000	G	97%	1%	1%	0%	0%	0%	To Prices Fork Rd	F	0.080	F	0.599	20000	G	2002
Bus 460 Main St	0.19	16000	G	96%	0%	2%	1%	1%	0%	To Roanoke St	F	0.070	F	0.51	17000	G	2002
Bus 460 Main St	0.53	18000	G	96%	0%	2%	1%	1%	0%	To Clay St	F	0.083	F	0.567	18000	G	2002
Bus 460 Main St	1.00	17000	G	96%	0%	2%	1%	1%	0%	To Upland Rd	F	0.085	F	0.544	18000	G	2002
Bus 460 Main St	1.25	16000	G	96%	0%	2%	1%	1%	0%	To Ellet Rd	C	0.085	F	0.582	17000	G	2002
Bus 460 Main St										To US 460, ECL Blacksburg							
Montgomery County																	
600	0.15	110	G	95%	0%	3%	0%	1%	0%	From Floyd County Line; 60-787	F	0.137	F	0.677	120	G	2002
600	2.26	130	G	95%	0%	3%	0%	1%	0%	To 0.15 MN OF CL	F	0.139	F	0.553	130	G	2002
600	2.49	360	G	95%	0%	3%	0%	1%	0%	From 60-672	F	0.099	F	0.744	360	G	2002
600										To 60-669							

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(600)	0.69	560	G	95%	0%	3%	0%	1%	0%	F	0.107	F	0.597	570	G	2002	
						From	60-669										
						To	60-693 SOUTH										
(600)	2.48	1800	G	95%	0%	3%	0%	1%	0%	C	0.104	F	0.704	1800	G	2002	
						From	60-693 NORTH										
(600)	0.20	6300	G	95%	0%	3%	0%	1%	0%	F	0.089	F	0.598	6400	G	2002	
						To	SR 177 S; 60-658										
(600)	0.60	2000	G	95%	0%	3%	0%	1%	0%	F	0.083	F	0.578	2000	G	2002	
						From	SR 177 NORTH										
(600)	2.40	480	R			From	60-666						NA		NA		1998
						To	US 11										
(601)	1.10	20	R			From	60-602						NA		NA		12/05/2001
						To	60-616 West										
(601)	0.20	190	R			From	60-616 East						NA		NA		1998
						To	2.60 ME 60-616										
(601)	2.60	70	R			From	2.60 ME 60-616						NA		NA		12/05/2001
						To	60-617										
(602)	1.50	370	R			From	60-617						NA		NA		1998
						To	SR 8										
(603)	1.48	2100	G	96%	0%	3%	0%	1%	0%	F	0.154	F	0.757	2100	G	2002	
						From	ECL Blacksburg										
(603)	0.32	3200	G	96%	0%	3%	0%	1%	0%	F	0.117	F	0.761	3200	G	2002	
						To	60-642										
(603)	0.93	2500	G	96%	0%	3%	0%	1%	0%	F	0.116	F	0.695	2600	G	2002	
						From	60-723 North										
(603)	3.24	1600	G	96%	0%	3%	0%	1%	0%	F	0.113	F	0.635	1600	G	2002	
						To	60-641										
(603)	4.04	1600	G	96%	0%	3%	0%	1%	0%	C	0.128	F	0.605	1600	G	2002	
						From	60-821										
(603)	1.50	2800	G	96%	1%	2%	0%	1%	0%	C	0.108	F	0.621	2900	G	2002	
						To	60-629										
(603)	0.15	1700	G	96%	1%	2%	0%	1%	0%	F	0.092	F	0.552	1800	G	2002	
						From	I-81										
(603)	2.16	1100	G	96%	1%	2%	0%	1%	0%	F	0.097	F	0.541	1100	G	2002	
						To	60-635										
(603)	1.62	440	R			From	US 11 & 460 South						NA		NA		1998
						To	US 11 & 460 North										
(604)	1.85	270	R			From	US 11 WEST						NA		NA		1998
						To	US 11 EAST										
(605)	0.90	2300	R			From	Pulaski County Line						NA		NA		1998
						To	SCL Radford										
(606)	2.00	80	R			From	60-673						NA		NA		12/17/2001
						To	60-669										

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(607)	0.05	50	R			From 60-637				NA		NA	12/03/2001
(607)	0.95	40	R			To 0.05 MN 60-637				NA		NA	12/03/2001
(608)	0.09	20	R			From 60-637				NA		NA	12/03/2001
(609)	1.79	90	R			To Dead End							12/05/2001
(609)	2.90	20	R			From Floyd County Line				NA		NA	12/03/2001
(609)	1.31	60	R			To 1.79 MN OF CL				NA		NA	12/03/2001
(609)	0.13	100	R			From 4.69 MN OF CL				NA		NA	12/03/2001
(609)	0.08	100	R			To 6.00 MN OF CL				NA		NA	12/03/2001
(609)	2.10	160	R			From 6.13 MN OF CL				NA		NA	12/03/2001
(609)	1.20	20	R			To 60-637 SOUTH				NA		NA	12/03/2001
(609)	2.21	70	R			From 60-637 NORTH				NA		NA	12/03/2001
(609)	0.09	610	R			To Dead End; Gap Terminus				NA		NA	12/12/2001
(609)	0.60	20	R			From Dead End; Gap Terminus				NA		NA	12/17/2001
(610)	3.20	240	R			From 60-634				NA		NA	1998
(612)	0.70	2100	G	96%	0%	2% 1% 1% 0%	C	0.101	F	0.818	2100	G	2002
(612)	0.80	1800	G	96%	0%	2% 1% 1% 0%	F	0.105	F	0.726	1900	G	2002
(612)	1.40	1300	G	96%	0%	2% 1% 1% 0%	F	0.107	F	0.707	1300	G	2002
(613)	0.60	20	R			From Dead End				NA		NA	12/17/2001
(613)	0.90	140	R			To 60-620				NA		NA	12/17/2001
(613)	0.94	450	G	96%	2%	2% 0% 1% 0%	C	0.094	F	0.628	460	G	2002
(614)	0.40	40	R			To Pulaski County Line				NA		NA	12/05/2001
(615)	2.40	990	G	96%	0%	2% 1% 1% 0%	F	0.107	F	0.676	1000	G	2002
(615)	1.75	3500	G	96%	0%	2% 1% 1% 0%	C	0.106	F	0.718	3500	G	2002
						To 60-669							

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(615)	2.22	3000	G	95%	1%	2%	1%	1%	0%	From 60-669	F	0.107	F	0.741	3100	G	2002
(615)	2.25	3200	G	95%	1%	2%	1%	1%	0%	To 60-675 NORTH	C	0.105	F	0.669	3200	G	2002
										From SCL Christiansburg							
(616)	2.80	40	R							From 60-673					NA		12/17/2001
										To SR 8 NORTH							
(616)	2.60	480	R							From SR 8 SOUTH					NA		1998
										To 60-601 WEST							
(616)	2.50	45	R							From 60-601 EAST					NA		12/05/2001
										To Floyd County Line; 60-617							
(617)	2.26	190	R							From Floyd County Line					NA		1998
										To Floyd County Line; 60-616							
(617)	0.20	120	R							From Floyd County Line; 60-617					NA		12/05/2001
										To 2.56 MN 31-617							
(617)	0.04	50	R							From 60-601					NA		12/05/2001
										To 0.05 ME 60-601							
(617)	0.05	160	R							From 60-615					NA		1998
										To 60-705							
(619)	1.80	48	R							From Dead End					NA		01/08/2002
										To Pulaski County Line							
(620)	0.10	110	R							From 60-710					NA		1998
										To 60-613							
(621)	3.93	200	R							From US 460					NA		1998
										To 3.93 MN US 460							
(621)	7.54	100	R							From Craig County Line					NA		01/10/2002
										To 60-603							
(622)	2.74	280	R							From 60-713					NA		12/12/2001
										To 60-629							
(622)	2.90	120	R							From Roanoke County Line					NA		12/12/2001
										To Dead End							
(623)	0.98	240	R							From 60-652 WEST					NA		1998
										To 60-652 EAST							
(624)	1.83	1800	R							From ECL Blacksburg					NA		1998
										To 60-1109							

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(624)	8.45	650	R			From 60-1109				NA	NA	NA	1998
						To Roanoke County Line							
(625)	1.93	520	R			From 60-652 EAST				NA	NA	NA	1998
						To 60-652 WEST							
(625)	1.65	470	R			From Giles County Line				NA	NA	NA	1998
(626)	0.20	360	R			From Dead End				NA	NA	NA	12/12/2001
						To 60-740 WEST							
(626)	1.05	530	R			From US 11; US 460				NA	NA	NA	12/12/2001
						To 60-600							
(627)	0.40	40	R			From 60-658				NA	NA	NA	01/08/2002
						To 60-785							
(628)	1.70	30	R			From 1.70 MN 60-785				NA	NA	NA	01/10/2002
						To 60-624							
(628)	1.20	40	R			From 60-603				NA	NA	NA	01/10/2002
						To 60-622							
(629)	1.95	600	R			From 60-785				NA	NA	NA	12/12/2001
						To 60-624							
(630)	1.60	40	R			From Dead End				NA	NA	NA	01/10/2002
						To 60-732							
(631)	2.23	830	R			From US 11				NA	NA	NA	1998
						To Dead End							
(631)	0.13	940	R			From 60-633				NA	NA	NA	1998
						To 60-632							
(632)	0.50	48	R			From Dead End				NA	NA	NA	12/03/2001
						To 60-633							
(633)	1.20	100	R			From Dead End				NA	NA	NA	1998
						To 60-632							
(633)	0.70	1000	R			From US 11				NA	NA	NA	1998
						To Dead End							
(634)	0.25	20	R			From 60-609				NA	NA	NA	12/03/2001
						To 60-609							
(635)	0.85	100	R			From Dead End				NA	NA	NA	12/12/2001
						To 60-603							
(636)	1.19	240	R			From US 11 & 460 SOUTH				NA	NA	NA	12/17/2001
						To 60-820							
(636)	1.89	120	R			From 60-821				NA	NA	NA	12/12/2001
						To US 11 & 460 NORTH							
(636)	2.70	200	R			From 2.70 ME 60-821				NA	NA	NA	12/12/2001
						To US 11 & 460 NORTH							
(636)	0.45	360	R			From 2.70 ME 60-821				NA	NA	NA	12/12/2001
						To US 11 & 460 NORTH							

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(637)	0.12	370	G	95%	1%	2%	1%	1%	0%	From 60-753	F	0.177	F	0.649	370	G	2002
(637)	0.14	3100	G	95%	1%	2%	1%	1%	0%	To US 11; US 460	F	0.105	F	0.686	3100	G	2002
(637)	1.82	2400	G	95%	1%	2%	1%	1%	0%	From 60-690	C	0.104	F	0.68	2500	G	2002
(637)	2.00	2000	G	95%	1%	2%	1%	1%	0%	To 60-816	F	0.102	F	0.733	2100	G	2002
(637)	1.24	1300	G	95%	1%	2%	1%	1%	0%	To 60-771 NORTH	F	0.107	F	0.646	1400	G	2002
(637)	0.74	920	G	95%	1%	2%	1%	1%	0%	To 60-609 SOUTH	F	0.101	F	0.798	930	G	2002
(637)	2.09	510	R							From 60-687					NA	NA	1998
(637)	0.17	70	R							To 60-607					NA	NA	1998
(637)	0.83	60	R							To 0.17 ME 60-607					NA	NA	12/03/2001
(637)	0.90	60	R							From Dead End; Gap Terminus					NA	NA	1995
(638)	3.50	100	R							To Roanoke County Line; 80-669					NA	NA	12/03/2001
(639)	1.20	470	R							From 60-639					NA	NA	1998
(639)	0.07	90	R							To 60-637					NA	NA	1998
(639)	1.33	80	R							From 60-772					NA	NA	12/03/2001
(639)	2.20	120	R							To 60-742					NA	NA	12/03/2001
(640)	0.70	1000	R							From SCL Christiansburg					NA	NA	1998
(640)	1.40	50	R							To 60-1415					NA	NA	12/17/2001
(640)	1.01	45	R							From 1.40 MS 60-1415					NA	NA	12/17/2001
(641)	0.21	80	R							To Dead End					NA	NA	12/17/2001
(641)	1.34	340	R							From NCL Christiansburg; Gap Terminus					NA	NA	1998
(641)	4.17	920	R							To ECL Christiansburg; Gap Terminus					NA	NA	12/17/2001
(642)	0.43	220	G	96%	0%	2%	2%	0%	0%	From US 460 NORTH	C	0.150	F	0.621	230	G	2002
(642)	0.99	2300	G	78%	0%	5%	14%	2%	0%	To US 460 SOUTH	C	0.085	F	0.522	2400	G	2002
										To 60-643							

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(642)	1.50	1600	G	78%	0%	5%	14%	2%	0%	F	0.105	F	0.575	1600	G	2002	
				From	60-643												
				To	60-603												
(643)	0.95	210	R			From	NCL Christiansburg						NA		NA		01/08/2002
				To	0.95 MN OF NCL												
(643)	2.79	140	R			From	60-642						NA		NA		01/08/2002
				To	SCL Blacksburg												
(643)	0.65	1200	R			From	60-723						NA		NA		1998
				To	60-776												
(644)	0.10	550	R			From	0.23 ME 60-776						NA		NA		1998
				To	0.23 ME 60-776												
(644)	0.23	370	R			From	60-699						NA		NA		1998
				To	60-1430												
(644)	0.32	110	R			From	Dead End						NA		NA		01/10/2002
				To	60-666												
(645)	0.18	45	R			From	60-603						NA		NA		01/08/2002
				To	Dead End												
(647)	0.50	130	R			From	ECL Blacksburg						NA		NA		12/12/2001
				To	Dead End												
(648)	2.11	1200	R			From	US 460						NA		NA		1998
				To	Dead End												
(649)	0.32	960	R			From	60-810						NA		NA		1998
				To	60-624												
(652)	3.85	1500	R			From	60-625 WEST						NA		NA		1998
				To	60-655												
(652) McCoy Rd	0.44	1900	G	96%	1%	2%	0%	1%	0%	F	0.108	F	0.704	1900	G	2002	
				To	60-735 West												
(652)	3.02	2400	G	96%	1%	2%	0%	1%	0%	C	0.108	F	0.647	2400	G	2002	
				To	60-685												
(653)	0.26	290	R			From	Floyd County Line						NA		NA		1998
				To	60-637												
(654)	1.50	420	R			From	60-685						NA		NA		1998
				To	60-655												
(655)	2.12	260	G	96%	1%	2%	0%	0%	0%	F	0.123	F	0.527	270	G	2002	
				To	60-781												
(655) Long Shop Rd/Mt. Zion	3.64	850	G	96%	1%	2%	0%	0%	0%	C	0.102	F	0.747	860	G	2002	
				To	WCL Blacksburg												
(656)	0.13	50	R			From	60-625						NA		NA		1998
				To	Cul-de-Sac												

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						2Axle	3+Axle	1Trail	2Trail									
Montgomery County																		
(657)	1.15	2700	R			From NCL Christiansburg						NA			NA		1998	
(657)	3.60	1600	R			To 60-808						NA			NA		1998	
(657)						To 60-685 WEST												
(657)						From 60-685 EAST												
(657)	1.10	420	R			To Dead End						NA			NA		1998	
(658)	0.27	3100	G			From SR 177; 60-600						F	0.106	F	0.666	3100	G	2002
(658)	0.85	3100	G			To 60-627						F	0.106	F	0.654	3100	G	2002
(658)						To 60-677												
(658)	2.04	2900	G			From 60-693						F	0.115	F	0.61	2900	G	2002
(658)	0.41	2900	G			To 96% 1% 2% 0% 1% 0%						C	0.114	F	0.621	2900	G	2002
(658)						To SR 8												
(659)	1.98	720	R			From SR 114 WEST						NA			NA		1998	
(659)						To SR 114 EAST												
(660)	1.70	120	R			From 60-719						NA			NA		01/08/2002	
(661)						To WCL Christiansburg												
(661)	0.98	350	R			From NCL Christiansburg						NA			NA		1998	
(661)						To 60-662												
(661)	0.10	130	R			From 0.10 MN 60-662						NA			NA		01/08/2002	
(661)						To WCL Christiansburg												
(661)	0.95	90	R			From Dead End; Gap Terminus						NA			NA		01/08/2002	
(661)						To SR 114												
(662)	0.70	310	R			From WCL Christiansburg						NA			NA		1998	
(662)						To US 11 EAST												
(662)						From US 11 WEST												
(662)	0.50	150	R			To 60-661						NA			NA		1998	
(663)	0.88	2000	G			From US 11						C	0.108	F	0.5	2000	G	2002
(663)						To 60-720												
(663)	3.64	720	G			98% 0% 2% 0% 0% 0%						F	0.125	F	0.557	730	G	2002
(664)						To SR 114; 60-685												
(664)	0.40	NA				From Dead End						NA			NA			
(664)						To 0.40 ME Dead End												
(664)	1.10	180	R			From 60-787 WEST						NA			NA		1998	
(664)						To SR 177												
(665)	1.15	910	R			From Dead End						NA			NA		1998	
(665)	0.95	80	R			To 60-787												
(665)	0.44	370	R			From FR-58 WEST						NA			NA		1998	

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						2Axle	3+Axle	1Trail	2Trail										
Montgomery County																			
(665)	0.41	320	R			From	FR-58 EAST									NA	NA	1998	
						To	Dead End												
(666)	0.36	1200	G	96%	0%	3%	0%	1%	0%			F	0.09	F	0.516	1200	G	2002	
						From	60-600												
(666)	1.48	1000	G	96%	0%	3%	0%	1%	0%			F	0.089	F	0.560	1000	G	2002	
						From	FR-59												
(666)	3.12	1600	G	96%	0%	3%	0%	1%	0%			C	0.099	F	0.55	1700	G	2002	
						From	60-724												
(666)						To	WCL Christiansburg												
(667)	0.93	100	R			From	Dead End									NA	NA	01/08/2002	
						To	0.93 ME Dead End												
(667)	0.06	100	R			From	60-600									NA	NA	01/08/2002	
						From	60-600												
(668)	0.70	30	R			To	60-669									NA	NA	12/17/2001	
						From	60-693												
(669)	Fairview Church Rd	3.60	820	G	93%	2%	4%	1%	1%	0%		F	0.104	F	0.663	830	G	2002	
						To	60-670												
(669)	Fairview Church Rd	1.10	690	G	93%	2%	4%	1%	1%	0%		F	0.105	F	0.753	700	G	2002	
						To	SR 8												
(669)	Union Valley Rd	0.04	1600	G	93%	2%	4%	1%	1%	0%		F	0.100	F	0.640	1600	G	2002	
						To	60-671												
(669)	Union Valley Rd	4.20	850	G	93%	2%	4%	1%	1%	0%		C	0.121	F	0.798	860	G	2002	
						From	60-615												
(670)		1.20	400	R		From	60-669									NA	NA	1998	
						To	SR 8												
(671)		0.46	160	R		From	SR 8									NA	NA	1998	
						To	60-669												
(671)		0.10	140	R		From	60-704									NA	NA	1998	
						To	Dead End												
(671)		1.20	110	R		From	Dead End									NA	NA	12/05/2001	
						To	60-692												
(672)		0.35	6	R		From	60-673									NA	NA	12/17/2001	
						To	SR 8												
(672)		0.70	110	R		From	60-600									NA	NA	12/17/2001	
						To	60-672												
(673)		2.50	230	R		From	60-672									NA	NA	1998	
						To	SR 8												
(674)		2.35	130	R		From	Dead End									NA	NA	12/05/2001	
						To	60-675 NORTH												
(674)		2.40	210	R		From	2.40 MN 60-675									NA	NA	1995	
						To	60-676												
(674)		0.80	280	R		From	60-676									NA	NA	1998	

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(674)	0.70	400	R			From	60-676					NA		NA	NA	1998
						To	60-615									
(675)	3.20	420	R			From	SR 8					NA		NA	NA	1998
						To	60-615 SOUTH									
(675)	4.40	40	R			From	60-615 NORTH						NA	NA	NA	12/05/2001
						To	60-674 SOUTH									
(675)	1.20	10	R			From	60-674 NORTH						NA	NA	NA	12/05/2001
						To	Dead End; Gap Terminus									
(675)	0.70	40	R			From	Dead End; Gap Terminus						NA	NA	NA	12/03/2001
						To	60-639									
(676)	0.90	80	R			From	Dead End						NA	NA	NA	12/05/2001
						To	60-674									
(677)	0.50	20	R			From	Dead End						NA	NA	NA	01/08/2001
						To	60-658									
(678)	0.80	30	R			From	SR 8						NA	NA	NA	12/05/2001
						To	60-616									
(679)	1.80	300	R			From	60-669						NA	NA	NA	1998
						To	60-615									
(681)	1.60	720	R			From	ECL Blacksburg						NA	NA	NA	1998
						To	60-1260									
(682)	0.45	200	R			From	60-753						NA	NA	NA	12/12/2001
						To	Dead End									
(683)	0.64	20	R			From	Dead End						NA	NA	NA	12/12/2001
						To	0.64 ME Dead End									
(683)	0.66	80	R			From	0.65 ME Dead End						NA	NA	NA	12/12/2001
						To	60-622									
(684)	0.60	120	R			From	Dead End						NA	NA	NA	12/10/2001
						To	60-655									
(685) Prices Fork Rd	2.04	8800	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.54	9000	G	2002
						From	SR 114; 60-663									
(685) Prices Fork Rd	1.20	9000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.546	9100	G	2002
						From	60-705									
(685) Prices Fork Rd	0.10	8400	G	98%	0%	1%	0%	0%	0%	F	0.107	F	0.601	8500	G	2002
						From	60-652									
(685) Prices Fork Rd	0.30	11000	G	98%	0%	1%	0%	0%	0%	F	0.097	F	0.574	12000	G	2002
						From	60-736									
(685) Prices Fork Rd	1.38	12000	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.614	13000	G	2002
						From	60-654									
(686)	0.35	20	R			From	WCL Blacksburg						NA	NA	NA	12/12/2001
						To	60-622 EAST									
(686)						From	60-622 WEST									

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(687)	0.05	60	R			From	60-637					NA			NA		12/03/2001
(687)	1.25	60	R			To	0.05 ME 60-637					NA			NA		12/03/2001
(688)	0.94	4500	G	96%	0%	1%	0%	2%	0%	C	0.095	F	0.61	4600	G	2002	
(689)	0.11	50	R			From	Dead End					NA			NA		12/12/2001
(690)	1.00	300	R			To	60-622					NA			NA		1998
(691)	0.87	50	R			From	Dead End					NA			NA		12/17/2001
(692)	0.80	40	R			To	60-672					NA			NA		12/17/2001
(693)	0.19	780	G	97%	0%	2%	0%	1%	0%	F	0.1	F	0.78	790	G	2002	
(693)	3.20	2100	G	97%	0%	2%	0%	1%	0%	F	0.105	F	0.809	2100	G	2002	
(693)	0.14	2800	G	97%	0%	2%	0%	1%	0%	F	0.105	F	0.727	2800	G	2002	
(693)	3.65	1400	G	97%	0%	2%	0%	1%	0%	C	0.101	F	0.844	1400	G	2002	
(694)	0.06	740	R			From	ECL Blacksburg					NA			NA		1998
(694)	0.66	540	R			To	60-1235					NA			NA		1998
(695)	3.00	70	R			To	Dead End					NA			NA		12/17/2001
(695)						To	60-672										
(696)	1.00	190	R			From	Dead End					NA			NA		1998
(696)	0.50	NA				From	60-652					NA			NA		
(696)						To	1.00 MN 60-652										
(696)						To	Dead End					NA			NA		
(697)	0.20	70	R			From	60-603					NA			NA		1998
(697)						To	Dead End										
(699)	0.30	20	R			From	Dead End					NA			NA		01/10/2002
(701)	0.25	NA				To	60-644					NA			NA		
(701)						From	Dead End/										
(701)						To	60-00657(B)/					NA			NA		
(703)	0.30	30	R			From	60-723					NA			NA		1998
(703)						To	60-723										

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(704)	0.10	180	R			From	SR 8					NA		NA	NA	1998
						To	60-671									
(705)	1.59	110	R			From	SR 114					NA		NA	NA	01/08/2002
						To	60-619									
(705)	0.10	110	R			From	0.10 MN 60-619					NA		NA	NA	1998
						To	60-685									
(705)	0.26	80	R			From	Dead End					NA		NA	NA	01/08/2002
						To	0.30 MN Dead End									
(706)	0.30	30	R			From	US 11; US 460					NA		NA	NA	12/03/2001
						To	Dead End									
(706)	1.00	100	R			From	SR 8					NA		NA	NA	12/03/2001
						To	60-625									
(708)	1.14	50	R			From	1.14 MW 60-625					NA		NA	NA	12/10/2001
						To	60-781									
(708)	2.26	120	R			From	Dead End					NA		NA	NA	1998
						To	60-808									
(708)	1.30	30	R			From	Dead End					NA		NA	NA	12/10/2001
						To	60-669									
(709)	0.10	70	R			From	Dead End					NA		NA	NA	1998
						To	Dead End									
(710)	1.50	70	R			From	Dead End					NA		NA	NA	12/17/2001
						To	60-620									
(711)	0.40	30	R			From	60-669					NA		NA	NA	1998
						To	Cul-de-Sac									
(712)	2.10	60	R			From	60-723					NA		NA	NA	01/10/2002
						To	Dead End									
(713)	0.90	600	R			From	60-622					NA		NA	NA	12/12/2001
						To	60-603									
(714)	0.20	10	R			From	60-622					NA		NA	NA	12/12/2001
						To	Dead End									
(715)	0.06	250	R			From	ECL Blacksburg					NA		NA	NA	1998
						To	60-1111									
(715)	0.16	70	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	Dead End									
(716)	1.63	70	R			From	SR 8					NA		NA	NA	12/17/2001
						To	END LOOP									
(716)	0.02	80	R			From	Dead End					NA		NA	NA	12/17/2001
						To	Dead End									
(716)	0.40	30	R			From	Dead End					NA		NA	NA	12/17/2001

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(717)	1.00	70	R			From	60-610					NA			NA		12/05/2001
						To	Dead End										
(718)	1.90	800	R			From	60-652					NA			NA		1998
						To	60-655										
(719)	1.83	650	R			From	60-720					NA			NA		1998
						To	60-659										
(720)	0.65	750	R			From	60-663					NA			NA		1998
						To	60-719										
(720)	2.29	46	R			From	2.29 ME 60-719					NA			NA		01/08/2002
						To	US 11 WEST										
(720)	0.26	130	R			From	US 11 EAST					NA			NA		1998
						To											
(721)	0.45	80	R			From	Dead End					NA			NA		1998
						To											
(721)	0.38	80	R			From	0.38 MS Dead End					NA			NA		1995
						To											
(721)	0.04	80	R			From	60-655					NA			NA		1995
						To											
(722)	0.90	20	R			From	Dead End					NA			NA		12/03/2001
						To	60-639										
(723) Ellett Rd	0.19	2300	G	95%	0%	3%	1%	0%	0%	F	0.130	F	0.693	2400	G	2002	
						To	60-644										
(723) Ellett Rd	3.49	1500	G	95%	0%	3%	1%	0%	0%	C	0.156	F	0.778	1600	G	2002	
						To	60-603 SOUTH										
(723) Ellett Rd	0.10	3700	G	95%	0%	3%	1%	0%	0%	F	0.121	F	0.61	3800	G	2002	
						To	60-603 NORTH										
(723) Lusters Gate Rd	0.88	2000	G	95%	0%	3%	1%	0%	0%	F	0.105	F	0.548	2000	G	2002	
						To	60-712										
(723) Lusters Gate Rd	0.51	1700	G	95%	0%	3%	1%	0%	0%	F	0.104	F	0.537	1700	G	2002	
						To	60-1250										
(723) Lusters Gate Rd	1.52	1800	G	95%	0%	3%	1%	0%	0%	F	0.114	F	0.511	1800	G	2002	
						To	60-1260 NORTH										
(723) Lusters Gate Rd	0.98	1700	G	95%	0%	3%	1%	0%	0%	F	0.114	F	0.505	1700	G	2002	
						To	60-785										
(724)	1.60	60	R			From	60-666					NA			NA		01/08/2002
						To	60-604										
(725)	1.20	45	R			From	60-655					NA			NA		12/10/2001
						To	Dead End										
(726)	1.90	40	R			From	60-615					NA			NA		12/05/2001
						To	60-612										
(727)	0.17	40	R			From	Dead End					NA			NA		1998
						To	60-603										

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(728)	0.70	45	R			From Dead End				NA		NA	12/05/2001
						To 60-615							
(729)	0.50	160	R			From 60-612				NA		NA	1998
						To 0.50 MN 60-612							
(729)	0.50	120	R			From Dead End				NA		NA	12/05/2001
						To 60-624							
(730)	0.25	120	R			From Dead End				NA		NA	1998
						To NCL Christiansburg							
(731)	0.08	120	R			From NCL Christiansburg				NA		NA	1998
						To NCL Christiansburg							
(732)	0.07	70	R			From 60-631				NA		NA	1998
						To 60-754							
(733)	0.60	200	R			From Dead End				NA		NA	1998
						To 60-657							
(734)	0.20	20	R			From 60-785				NA		NA	1998
						To Dead End							
(735)	0.38	50	R			From 60-652				NA		NA	1998
						To 60-652							
(736)	0.14	2000	R			From 60-652				NA		NA	1998
						To 60-685							
(737)	0.15	60	R			From Dead End				NA		NA	1998
						To 0.15 MN Dead End							
(737)	0.23	380	R			From 60-1279				NA		NA	1998
						To 60-685							
(738)	0.23	400	R			From 60-763				NA		NA	1998
						To 60-739							
(738)	0.05	810	R			From US 11				NA		NA	1998
						To Dead End							
(739)	0.20	400	R			From Dead End				NA		NA	1998
						To 60-738							
(740)	0.27	80	R			From 60-626				NA		NA	12/12/2001
						To 60-626							
(741)	0.90	100	R			From 60-631				NA		NA	12/03/2001
						To Dead End							
(742)	0.20	60	R			From Dead End				NA		NA	12/03/2001
						To 0.20 ME Dead End							
(742)	0.40	48	R			From 0.60 ME Dead End				NA		NA	12/03/2001
						To Dead End							

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(742)	0.02	48	R			From 0.60 ME Dead End				NA		NA	12/03/2001
						To 60-639							
(743)	0.20	10	R			From Dead End				NA		NA	12/03/2001
						To 0.20 MN Dead End							
(743)	0.01	10	R			From 60-639				NA		NA	12/03/2001
						To 60-655							
(744)	0.70	80	R			From 60-655				NA		NA	12/10/2001
						To Dead End							
(745)	0.50	1000	R			From US 11 & 460 SOUTH				NA		NA	12/12/2001
						To 60-748							
(745)	0.04	260	R			From US 11 & 460 NORTH				NA		NA	12/12/2001
						To Dead End							
(746)	0.11	100	R			From Dead End				NA		NA	1998
						To 60-737							
(747)	0.25	20	R			From Dead End				NA		NA	01/10/2002
						To 60-785							
(748)	0.05	240	R			From 60-745				NA		NA	12/12/2001
						To Dead End							
(749)	0.15	30	R			From 60-785				NA		NA	01/10/2002
						To Cul-de-Sac							
(750)	0.25	70	R			From SR 114				NA		NA	1998
						To Dead End							
(751)	0.07	120	R			From 60-738				NA		NA	1998
						To 60-739							
(752)	0.25	90	R			From Dead End				NA		NA	01/10/2002
						To 60-603							
(753)	0.81	530	G	94%	1%	4% 0% 0% 0% 0%	F	0.104	F	0.509	530	G	2002
						From 60-637							
(753)	0.75	460	G	94%	1%	4% 0% 0% 0% 0%	C	0.128	F	0.525	460	G	2002
						To US 11 & 460 NORTH							
(754)	0.50	420	R			From US 11				NA		NA	1998
						To 60-631							
(755)	0.10	20	R			From Dead End				NA		NA	12/03/2001
						To 60-637							
(756)	0.15	70	R			From 60-626				NA		NA	12/12/2001
						To Dead End							
(757)	0.58	90	R			From 60-637				NA		NA	12/03/2001
						To Dead End							

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(758)	0.25	30	R			From NCL Christiansburg				NA		NA	12/17/2001
						To Dead End							
(760)	0.31	440	R			From 60-661				NA		NA	1998
						To SR 114							
(761)	0.27	40	R			From 60-613				NA		NA	1998
						To Dead End							
(762)	0.09	440	R			From 60-600				NA		NA	1998
						To 60-763							
(762)	0.17	130	R			From Cul-de-Sac				NA		NA	1998
						To 60-762							
(763)	0.16	140	R			From 60-764				NA		NA	1998
						To 60-738							
(764)	0.04	20	R			From Cul-de-Sac				NA		NA	1998
						To 60-763							
(765)	0.39	80	R			From Dead End				NA		NA	1998
						To 60-665							
(766)	0.17	450	R			From Dead End				NA		NA	1998
						To 60-1217							
(766)	0.33	800	R			From WCL Blacksburg				NA		NA	1998
						To 60-808							
(767)	0.15	100	R			From Dead End				NA		NA	1998
						To 60-625							
(768)	0.43	60	R			From Dead End				NA		NA	12/10/2001
						To 60-825							
(769)	0.25	10	R			From Dead End				NA		NA	12/10/2001
						To 60-657							
(770)	0.45	70	R			From Dead End				NA		NA	1998
						To 60-637							
(771)	0.20	20	R			From Dead End				NA		NA	12/03/2001
						To 60-637							
(772)	0.30	40	R			From Dead End				NA		NA	12/03/2001
						To 60-639							
(773)	0.06	300	R			From Dead End				NA		NA	12/12/2001
						To 60-626							
(774) Price Station Rd	1.25	270	G	97%	0%	3%	0%	0%	0%	C	0.290	F	0.790
											270	G	2002

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(775)	0.21	400	R			From	Dead End					NA		NA	NA	1998
						To	US 460									
(776)	0.20	180	R			From	60-644					NA		NA	NA	1998
						To	Dead End									
(777)	1.58	100	R			From	US 460; 60-778					NA		NA	NA	1998
						To	NCL Blacksburg									
(778)	0.23	60	R			From	Dead End					NA		NA	NA	1998
						To	US 460; 60-777									
(779)	0.40	NA				From	Dead End/					NA		NA	NA	
						To	60-00652(B)/									
(780)	0.10	20	R			From	Dead End					NA		NA	NA	12/03/2001
						To	60-637									
(781)	2.04	360	R			From	60-655					NA		NA	NA	1998
						To	60-708									
(782)	0.60	20	R			From	60-757					NA		NA	NA	12/03/2001
						To	Dead End									
(783)	0.20	210	R			From	Dead End					NA		NA	NA	01/08/2002
						To	US 11									
(784)	0.42	60	R			From	Dead End					NA		NA	NA	12/10/2001
						To	60-625									
(785)	1.01	2300	G	97%	0%	2%	0%	0%	0%	C	0.105	F	0.608	2300	G	2002
						To	ECL Blacksburg									
(785)	1.39	1700	G	97%	0%	2%	0%	0%	0%	F	0.110	F	0.618	1700	G	2002
						To	60-815									
(785)	4.07	520	G	97%	0%	2%	0%	0%	0%	F	0.11	F	0.53	520	G	2002
						To	60-723									
(785)	4.00	260	G	97%	0%	2%	0%	0%	0%	F	0.119	F	0.578	260	G	2002
						To	60-628									
(786)	0.64	60	R	97%	0%	2%	0%	0%	0%	F	0.119	F	0.578	Roanoke County Line		
						To	Roanoke County Line									
(786)						From	Dead End					NA		NA	NA	1998
						To	60-652									
(787)	4.89	950	G	96%	0%	2%	1%	1%	0%	C	0.110	F	0.875	970	G	2002
						To	Floyd County Line; 60-600									
(787)	4.81	780	R	96%	0%	2%	1%	1%	0%	F	0.110	F	0.875	970	G	2002
						To	60-693					NA		NA	NA	1998
(787)	1.70	210	R	96%	0%	2%	1%	1%	0%	F	0.110	F	0.875	970	G	2002
						To	60-664 EAST									
(787)						From	60-664 WEST					NA		NA	NA	1998
						To	SCL Radford									
(788)	0.07	20	R	96%	0%	2%	1%	1%	0%	F	0.110	F	0.875	970	G	2002
						To	Cul-de-Sac					NA		NA	NA	1998
(788)	0.08	60	R	96%	0%	2%	1%	1%	0%	F	0.110	F	0.875	970	G	2002
						To	60-789					NA		NA	NA	1998
(788)						From	60-789									
						To	60-693					NA		NA	NA	1998

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(789)	0.15	20	R			From 60-788				NA		NA	1998
						To Cul-de-Sac							
(790)	0.30	40	R			From Floyd County Line				NA		NA	12/03/2001
						To 60-637							
(792)	0.20	200	R			From Dead End				NA		NA	1998
						To US 11							
(793)	0.25	20	R			From Dead End				NA		NA	12/05/2001
						To 60-610							
(794)	0.20	120	R			From Dead End				NA		NA	1998
						To US 11							
(795)	0.07	80	R			From Dead End; .07 MW US 11				NA		NA	12/17/2001
						To US 11							
(795)	0.08	5	R			From Dead End; .08ME US 11				NA		NA	12/17/2001
						To Dead End; .08ME US 11							
(796)	0.09	40	R			From Dead End				NA		NA	1998
						To 60-723							
(798)	0.40	100	R			From Dead End				NA		NA	1998
						To US 11							
(799)	0.03	20	R			From Dead End				NA		NA	1998
						To 60-800							
(799)	0.06	110	R			From SR 114				NA		NA	1998
						To SR 114							
(800)	0.20	46	R			From 60-799				NA		NA	1998
						To SR 114							
(802)	0.35	40	R			From Cul-de-Sac				NA		NA	1998
						To 60-810							
(803)	0.07	20	R			From Cul-de-Sac				NA		NA	1998
						To 60-810							
(804)	0.20	20	R			From 60-785				NA		NA	01/10/2002
						To Dead End							
(805)	0.83	120	R			From Cul-de-Sac				NA		NA	1998
						To 60-810							
(805)	0.16	290	R			From 60-806				NA		NA	1998
						To 60-806							
(806)	1.20	260	R			From 60-624				NA		NA	1998
						To 60-805							
(806)	0.38	240	R			From 60-807				NA		NA	1998
						To 60-807							
(806)	0.40	200	R			From 60-818				NA		NA	1998
						To 60-818							

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(807)	0.19	20	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-806									
(808)	0.85	1400	R			From	60-657					NA		NA	NA	1998
						To	WCL Blacksburg									
(809)	0.20	490	R			From	NCL Blacksburg					NA		NA	NA	1998
						To	Dead End									
(810)	0.70	600	R			From	60-649					NA		NA	NA	1998
						To	60-803									
(810)	0.76	480	R			From	60-805					NA		NA	NA	1998
						To										
(811)	0.36	500	R			From	ECL Christiansburg					NA		NA	NA	01/08/2002
						To	Dead End									
(812)	0.20	70	R			From	SR 114					NA		NA	NA	1998
						To	Dead End									
(813)	0.14	350	R			From	US 11; US 460					NA		NA	NA	12/03/2001
						To	Roanoke County Line									
(814)	0.20	20	R			From	Dead End					NA		NA	NA	12/10/2001
						To	60-625									
(815)	1.60	400	R			From	ECL Blacksburg					NA		NA	NA	1998
						To	60-785									
(816)	0.30	120	R			From	Dead End					NA		NA	NA	12/03/2001
						To	60-637									
(817)	0.35	150	R			From	60-637					NA		NA	NA	1998
						To	Dead End									
(818)	1.11	NA				From	60-649					NA		NA	NA	
						To	60-829									
(818)	0.70	60	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-830									
(818)	0.28	140	R			From	60-830					NA		NA	NA	1998
						To	60-806									
(819)	0.21	NA				From	60-641					NA		NA	NA	
						To	Dead End									
(820)	0.23	20	R			From	Dead End					NA		NA	NA	12/12/2001
						To	60-636									
(821)	1.75	250	R			From	60-636					NA		NA	NA	12/12/2001
						To	60-603									
(822)	0.97	50	R			From	60-753					NA		NA	NA	12/12/2001
						To	Dead End									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(823)	0.30	50	R			From	US 11; US 460					NA		NA	NA	12/03/2001
						To	Dead End									
(824)	2.11	210	R			From	Dead End					NA		NA	NA	1998
						To	60-657									
(825)	0.02	20	R			From	Dead End					NA		NA	NA	12/10/2001
						To	60-769									
(825)	0.20	45	R			From	60-625					NA		NA	NA	12/10/2001
						To	Dead End									
(826)	0.15	40	R			From	60-723					NA		NA	NA	01/10/2002
						To	Dead End									
(827)	0.40	45	R			From	60-655					NA		NA	NA	12/10/2001
						To	Dead End									
(828)	0.55	190	R			From	60-1315					NA		NA	NA	1998
						To	60-663									
(829)	0.06	10	R			From	60-818					NA		NA	NA	01/15/2002
						To	Dead End									
(830)	0.82	80	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-818									
(831)	0.07	6	R			From	60-818					NA		NA	NA	01/15/2002
						To	Dead End									
(832)	0.08	20	R			From	60-818					NA		NA	NA	01/15/2002
						To	Dead End									
(833)	0.40	40	R			From	US 11					NA		NA	NA	1998
						To	Dead End									
(834)	0.25	NA				From	US-00011(B)/60-00626(L)/					NA		NA	NA	
						To	Dead End/									
(840)	0.11	30	R			From	Dead End					NA		NA	NA	1998
						To	SCL BLACKSBURG									
(1001)	0.04	130	R			From	US 11; US 460					NA		NA	NA	12/12/2002
						To	60-1002									
(1001)	0.02	230	R			From	60-753					NA		NA	NA	12/12/2001
						To	60-1001									
(1002)	0.10	280	R			From	60-637					NA		NA	NA	12/12/2001
						To	60-753									
(1003)	0.08	40	R			From	US 11; US 460					NA		NA	NA	12/12/2001
						To	60-753									
(1004)	0.09	80	R			From	US 11; US 460					NA		NA	NA	12/12/2001
						To	60-753									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1005)	0.10	310	R			From	US 11; US 460					NA		NA	NA	12/12/2001
						To	60-753									
(1006)	0.09	110	R			From	US 11; US 460					NA		NA	NA	1998
						To	60-1007									
(1006)	0.07	50	R			From	60-1008					NA		NA	NA	1998
						To	60-1006									
(1007)	0.07	30	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1006									
(1008)	0.05	20	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1006									
(1009)	0.12	40	R			From	60-753					NA		NA	NA	12/12/2001
						To	Cul-de-Sac									
(1010)	0.10	50	R			From	60-753					NA		NA	NA	12/12/2001
						To	Dead End									
(1015)	0.30	60	R			From	Dead End					NA		NA	NA	1998
						To	60-648									
(1016)	0.23	80	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-648									
(1030)	0.25	48	R			From	Cul-de-Sac					NA		NA	NA	12/17/2001
						To	FR-60									
(1033)	0.51	10	R			From	60-1034					NA		NA	NA	01/10/2002
						To	Cul-de-Sac									
(1034)	0.25	40	R			From	60-785					NA		NA	NA	01/10/2002
						To	Cul-de-Sac									
(1035)	1.22	170	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-785									
(1036)	0.21	NA				From	60-00785(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1040)	0.30	50	R			From	60-637					NA		NA	NA	1998
						To	Cul-de-Sac									
(1043)	0.14	NA				From	60-00833(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1045)	0.13	100	R			From	60-1047					NA		NA	NA	1998
						To	60-1046									
(1045)	0.08	150	R			From	60-690					NA		NA	NA	1998
						To	60-1045									
(1046)	0.04	70	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1045									

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(1047)	0.25	80	R			From [REDACTED] 60-1045				NA		NA	1998
						To [REDACTED] Cul-de-Sac							
(1050)	0.32	50	R			From [REDACTED] ECL Christiansburg				NA		NA	12/17/2001
						To [REDACTED] Dead End							
(1052)	1.10	70	R			From [REDACTED] 60-603				NA		NA	12/12/2001
						To [REDACTED] Dead End							
(1053)	0.34	110	R			From [REDACTED] Dead End				NA		NA	12/03/2001
						To [REDACTED] US 11							
(1055)	0.34	30	R			From [REDACTED] 60-1056				NA		NA	01/10/2002
						To [REDACTED] 60-806							
(1056)	0.60	70	R			From [REDACTED] 60-810				NA		NA	01/10/2002
						To [REDACTED] 60-1055							
(1060)	0.56	90	R			From [REDACTED] Cul-de-Sac				NA		NA	12/10/2001
						To [REDACTED] 60-718							
(1061)	0.26	20	R			From [REDACTED] Cul-de-Sac				NA		NA	12/10/2001
						To [REDACTED] 60-718							
(1070)	0.12	210	R			From [REDACTED] 60-603				NA		NA	12/12/2001
						To [REDACTED] Cul-de-Sac							
(1080)	0.47	80	R			From [REDACTED] Cul-de-Sac				NA		NA	1998
						To [REDACTED] 60-669							
(1081)	0.18	20	R			From [REDACTED] Cul-de-Sac				NA		NA	1998
						To [REDACTED] 60-1080							
(1085)	0.13	NA				From [REDACTED] Cul-de-Sac/				NA		NA	
						To [REDACTED] 60-00669(B)/							
(1090)	0.40	70	R			From [REDACTED] 60-693				NA		NA	01/08/2002
						To [REDACTED] Cul-de-Sac							
(1091)	0.43	NA				From [REDACTED] Cul-de-Sac/				NA		NA	
						To [REDACTED] 60-00669(B)/							
(1092)	0.17	NA				From [REDACTED] 60-01091(B)/				NA		NA	
						To [REDACTED] Cul-de-Sac/							
(1095)	0.29	70	R			From [REDACTED] SR 8				NA		NA	1998
						To [REDACTED] Cul-de-Sac							
(1097)	0.73	210	R			From [REDACTED] SR 8				NA		NA	12/05/2001
						To [REDACTED] Cul-de-Sac							
(1101)	0.10	260	R			From [REDACTED] 60-1103				NA		NA	1998
						To [REDACTED] 60-1102							
(1101)	0.16	410	R			From [REDACTED] 60-648				NA		NA	1998
						To [REDACTED]							

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(1102)	0.40	70	R			From: 60-1101				NA		NA	1998
						To: Cul-de-Sac							
(1103)	0.12	10	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1105							
(1103)	1.41	120	R			From: 60-1105				NA		NA	1998
						To: 60-1101							
(1103)	0.26	120	R			From: 60-1101				NA		NA	1998
						To: 60-1104							
(1103)	0.29	60	R			From: 60-1104				NA		NA	1998
						To: Dead End							
(1104)	0.19	40	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1103							
(1105)	0.07	20	R			From: 60-1103				NA		NA	1998
						To: Cul-de-Sac							
(1106)	0.13	NA				From: Cul-de-Sac				NA		NA	
						To: 60-624							
(1107)	0.41	130	R			From: 60-648				NA		NA	1998
						To: 60-648							
(1108)	0.04	20	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1107							
(1109)	0.14	40	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-624							
(1110)	0.32	20	R			From: Dead End				NA		NA	01/10/2002
						To: 60-648							
(1111)	0.07	140	R			From: 60-715				NA		NA	1998
						To: 60-1113							
(1111)	0.12	120	R			From: 60-1113				NA		NA	1998
						To: 60-1112							
(1112)	0.07	200	R			From: ECL Blacksburg				NA		NA	1998
						To: 60-1111							
(1113)	0.07	20	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1114							
(1113)	0.08	80	R			From: 60-1114				NA		NA	1998
						To: 60-1111							
(1114)	0.07	30	R			From: 60-1113				NA		NA	1998
						To: Cul-de-Sac							
(1140)	0.13	NA				From: Cul-de-Sac				NA		NA	
						To: 60-1141							
(1140)	0.12	60	R			From: 60-1141				NA		NA	1998
						To: 60-685							

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1141)	0.05	20	R			From	60-1140					NA		NA	NA	1998
						To	Cul-de-Sac									
(1142)	0.11	NA				From	60-1140					NA		NA		
						To	Cul-de-Sac									
(1201)	0.26	480	R			From	60-666					NA		NA	NA	1998
						To	60-1202									
(1201)	0.08	350	R			From	60-1202					NA		NA	NA	1998
						To	60-1203									
(1201)	0.10	320	R			From	NCL Christiansburg					NA		NA	NA	1998
						To	Cul-de-Sac									
(1202)	0.18	80	R			From	60-1203					NA		NA	NA	1998
						To	60-1201									
(1203)	0.16	70	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1201									
(1211)	0.34	100	R			From	60-760 SOUTH					NA		NA	NA	1998
						To	60-760 NORTH									
(1212)	0.20	60	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-719									
(1213)	0.17	90	R			From	SR 114					NA		NA	NA	1998
						To	Cul-de-Sac									
(1217)	0.10	410	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-766									
(1218)	0.25	20	R			From	60-808					NA		NA	NA	12/10/2001
						To	SCL Blacksburg									
(1219)	0.22	70	R			From	Cul-de-Sac					NA		NA	NA	01/08/2002
						To	60-604									
(1223)	0.41	140	R			From	60-661					NA		NA	NA	1998
						To	60-1224									
(1224)	0.04	20	R			From	60-1223					NA		NA	NA	1998
						To	60-1225									
(1225)	0.05	20	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1224									
(1226)	0.19	40	R			From	ECL Blacksburg					NA		NA	NA	1986
						To	Dead End									
(1227)	0.14	NA				From	60-01226(L)/					NA		NA	NA	
						To	60-01228(L)/									
(1228)	0.08	NA				From	60-01227(L)/					NA		NA	NA	
						To	Cul-de-Sac/									

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1234)	0.05	30	R			From	60-1238					NA		NA	NA	1998
						To	Cul-de-Sac									
(1235)	0.40	280	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1236									
(1235)	0.07	400	R			From	60-1236					NA		NA	NA	1998
						To	60-694									
(1236)	0.05	20	R			From	60-1235					NA		NA	NA	1998
						To	Cul-de-Sac									
(1237)	0.04	400	R			From	60-1238					NA		NA	NA	01/10/2002
						To	60-694									
(1237)	0.16	NA				From	Cul-de-Sac					NA		NA	NA	
						To	60-1239									
(1238)	0.47	30	R			From	60-1239					NA		NA	NA	1998
						To	60-1234									
(1238)	0.02	90	R			From	Dead End					NA		NA	NA	01/10/2002
						To	60-1235									
(1239)	0.08	50	R			From	60-1235					NA		NA	NA	01/10/2002
						To	60-1238									
(1239)	0.13	30	R			From	Cul-de-Sac					NA		NA	NA	01/10/2002
						To	60-666									
(1240)	0.09	90	R			From	60-666					NA		NA	NA	1998
						To	60-1241									
(1241)	0.14	80	R			From	60-1240					NA		NA	NA	1998
						To	Cul-de-Sac									
(1242)	0.45	70	R			From	60-666					NA		NA	NA	01/08/2002
						To	Cul-de-Sac									
(1243)	0.28	40	R			From	60-1242					NA		NA	NA	01/08/2002
						To	60-666									
(1244)	0.10	30	R			From	60-1242					NA		NA	NA	01/08/2002
						To	Cul-de-Sac									
(1245)	0.08	240	R			From	60-666 WEST					NA		NA	NA	1998
						To	60-1247									
(1245)	0.14	100	R			From	Pipefloyd St					NA		NA	NA	1998
						To	Dial St									
(1245)	0.03	160	R			From	60-1246					NA		NA	NA	1998
						To	60-666 EAST									
(1245)	0.08	240	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1245									

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(1247)	0.08	60	R			From: 60-1245				NA		NA	1998
						To: Cul-de-Sac							
(1248)	0.07	20	R			From: Cul-de-Sac				NA		NA	01/10/2002
						To: 60-1239							
(1250)	0.04	670	R			From: 60-723				NA		NA	1998
						To: 60-1253 WEST							
(1250)	0.07	590	R			From: 60-1253 EAST				NA		NA	1998
						To: 60-1251							
(1251)	0.55	300	R			From: 60-1250				NA		NA	1998
						To: 60-1259							
(1252)	0.17	90	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1251							
(1253)	0.65	90	R			From: 60-1250 WEST				NA		NA	1998
						To: 60-1250 EAST							
(1254)	0.44	110	R			From: 60-723				NA		NA	01/10/2002
						To: Cul-de-Sac							
(1255)	0.40	280	R			From: 60-681				NA		NA	1998
						To: 60-1258							
(1255)	0.25	450	R			From: 60-1256				NA		NA	1998
						To: 60-723							
(1256)	0.19	30	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1257							
(1256)	0.48	160	R			From: 60-1255				NA		NA	1998
						To: 60-1255							
(1257)	0.34	50	R			From: 60-1256				NA		NA	1998
						To: Cul-de-Sac							
(1258)	0.18	20	R			From: 60-1255				NA		NA	1998
						To: Cul-de-Sac							
(1259)	0.14	NA				From: Dead End				NA		NA	
						To: 60-1251							
(1259)	0.35	80	R			From: 60-1251				NA		NA	01/10/2002
						To: Cul-de-Sac							
(1260)	0.28	190	R			From: 60-723				NA		NA	1998
						To: 60-1263							
(1260)	0.82	60	R			From: 60-1262				NA		NA	1998
						To: 60-1261							

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1260)	0.10	140	R			From	60-1261					NA		NA	NA	1998
						To	60-723									
(1261)	0.27	30	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1260									
(1262)	0.08	20	R			From	60-1260					NA		NA	NA	1998
						To	Cul-de-Sac									
(1263)	0.30	20	R			From	60-1260					NA		NA	NA	1998
						To	Cul-de-Sac									
(1264)	0.25	30	R			From	60-1260					NA		NA	NA	1998
						To	Cul-de-Sac									
(1265)	0.19	NA				From	60-00681(B)/					NA		NA	NA	
						To	Cul-de-Sac/									
(1275)	0.35	50	R			From	60-1276 WEST					NA		NA	NA	1998
						To	60-1276 EAST									
(1275)	0.06	80	R			From	60-1279 NORTH					NA		NA	NA	1998
						To	60-1279 SOUTH									
(1275)	0.06	40	R			From	60-1279					NA		NA	NA	1998
						To	Cul-de-Sac									
(1276)	0.06	780	R			From	60-737					NA		NA	NA	1998
						To	60-1277									
(1276)	0.12	540	R			From	60-1275 WEST					NA		NA	NA	1998
						To	60-1275 EAST									
(1276)	0.03	40	R			From	60-1275					NA		NA	NA	1998
						To	Cul-de-Sac									
(1277)	0.10	100	R			From	60-1276					NA		NA	NA	1998
						To	60-1278									
(1277)	0.07	20	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1277									
(1278)	0.06	30	R			From	60-1277					NA		NA	NA	1998
						To	Cul-de-Sac									
(1279)	0.20	340	R			From	60-737					NA		NA	NA	1998
						To	60-1280									
(1279)	0.06	140	R			From	60-1280					NA		NA	NA	1998
						To	60-1275 SOUTH									
(1279)	0.35	46	R			From	60-1275 NORTH					NA		NA	NA	1998
						To	Cul-de-Sac									
(1280)	0.19	70	R			From	Cul-de-Sac					NA		NA	NA	12/10/2001
						To	Cul-de-Sac									

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						2Axle	3+Axle	1Trail	2Trail				
Montgomery County													
(1283)	0.04	48	R			From: 60-1238				NA		NA	01/10/2002
						To: 60-1284							
(1284)	0.25	6	R			From: Cul-de-Sac				NA		NA	01/10/2002
						To: 60-1283							
(1285)	0.12	40	R			From: Cul-de-Sac				NA		NA	01/10/2002
						To: 60-1284							
(1286)	0.30	170	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1287							
(1286)	0.14	400	R			From: 60-1287				NA		NA	1998
						To: SR 114							
(1287)	0.21	120	R			From: Dead End				NA		NA	1998
						To: 60-1288							
(1287)	0.08	150	R			From: 60-1288				NA		NA	1998
						To: 60-1286							
(1288)	0.09	20	R			From: Cul-de-Sac				NA		NA	1998
						To: 60-1287							
(1292)	0.28	100	R			From: 60-1293				NA		NA	1998
						To: 60-659							
(1293)	0.10	40	R			From: Dead End				NA		NA	1998
						To: 60-1292							
(1294)	0.25	20	R			From: Cul-de-Sac				NA		NA	12/05/2001
						To: 60-1296; 60-1297							
(1295)	0.31	410	R			From: 60-1296				NA		NA	1998
						To: SR 8							
(1296)	0.10	60	R			From: 60-1297; 60-1294				NA		NA	1986
						To: 60-1295							
(1296)	0.07	60	R			From: Dead End				NA		NA	1998
						To: 60-1296; 60-1294							
(1297)	0.15	20	R			From: Cul-de-Sac				NA		NA	12/05/2001
						To: Cul-de-Sac							
(1298)	0.55	70	R			From: Cul-de-Sac				NA		NA	1998
						To: SR 8							
(1299)	0.10	30	R			From: 60-1298				NA		NA	12/17/2001
						To: Cul-de-Sac							
(1310)	0.14	10	R			From: Cul-de-Sac				NA		NA	1986
						To: 60-1311							
(1310)	0.05	50	R			From: 60-1311				NA		NA	1986
						To: 60-658							
(1311)	1.15	40	R			From: 60-1310				NA		NA	1986
						To: Cul-de-Sac							

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						2Axle	3+Axle	1Trail	2Trail							
Montgomery County																
(1315)	0.78	80	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-828									
(1316)	0.07	20	R			From	60-1317					NA		NA	NA	01/08/2002
						To	60-1315									
(1317)	0.21	20	R			From	60-1316					NA		NA	NA	01/08/2002
						To	Dead End									
(1330)	1.50	140	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-675									
(1331)	0.99	160	R			From	60-675					NA		NA	NA	12/05/2001
						To	60-1332									
(1332)	0.21	20	R			From	60-1331					NA		NA	NA	12/05/2001
						To	Cul-de-Sac									
(1333)	0.24	40	R			From	60-1331					NA		NA	NA	12/05/2001
						To	Dead End									
(1340)	0.23	70	R			From	60-669					NA		NA	NA	1998
						To	Cul-de-Sac									
(1341)	0.14	70	R			From	Dead End					NA		NA	NA	12/17/2001
						To	60-1340									
(1410)	0.09	130	R			From	60-615					NA		NA	NA	1998
						To	60-1411									
(1410)	0.11	40	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1411									
(1411)	0.15	60	R			From	Cul-de-Sac					NA		NA	NA	1998
						To	60-1410									
(1415)	0.19	250	R			From	60-640					NA		NA	NA	1998
						To	NCL Christiansburg									
(1416)	0.65	NA				From	Cul-de-Sac					NA		NA	NA	
						To	60-1417									
(1416)	0.08	110	R			From	60-640					NA		NA	NA	1998
						To	60-640									
(1417)	0.25	40	R			From	60-1416					NA		NA	NA	1998
						To	Cul-de-Sac									
(1418)	0.35	80	R			From	Dead End					NA		NA	NA	12/17/2001
						To	60-640									
(1430)	0.27	48	R			From	60-644					NA		NA	NA	1998
						To	Cul-de-Sac									
(1435)	0.30	80	R			From	60-644					NA		NA	NA	1998
						To	Dead End									

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						2Axle	3+Axle	1Trail	2Trail								
Montgomery County																	
(9261)	0.04	220	R			From	60-753					NA			NA		1991
						To	Shawsville School										
(9262)	0.20	NA				From	Cul-de-Sac					NA			NA		
						To	60-647										
(9263)	0.40	310	R			From	Shawsville Elem Sch					NA			NA		1991
						To	US 11										
(9264)	0.12	750	R			From	SR 8					NA			NA		1991
						To	Auburn Rin HS										
(9264)	0.25	190	R			From	SR 8					NA			NA		1991
						To	Auburn Rin HS										
(9265)	0.12	NA				From	60-631					NA			NA		
						To	Elliston Sch										
(9547)	0.08	190	R			From	60-685					NA			NA		1991
						To	Prices Fork Elem Sch										
(9548)	0.11	230	R			From	SR 114					NA			NA		1991
						To	Belview Elem Sch										
(9658)	0.07	220	R			From	Bethel School					NA			NA		1991
						To	SR 177; 60-664										
(9815)	0.20	240	R			From	US 11					NA			NA		1991
						To	0.20 MN US 11										
(9815)	0.04	100	R			From						NA			NA		1991
						To	Lafa Ellis Elem Sch										
(637) ⁸⁰ Bottom Creek Lane	0.10	50	R			From	60-637; 80-669					NA			NA		09/11/2000
						To	Roanoke County Line										
(669) ⁸⁰ Patterson Dr	0.50	40	R			From	60-637					NA			NA		09/11/2000
						To	Roanoke County Line										
City of Radford																	
(4650) ¹²⁶ Forest Ave	1.23	770	G	95%	1%	3%	1%	1%	0%	C	0.1	F	0.529	800	G	2002	
						To	Rock Rd										
(4651) ¹²⁶ Seventh St	0.47	720	G	97%	1%	1%	1%	0%	0%	C	0.101	F	0.561	750	G	2002	
						To	Pendleton St										
(4652) ¹²⁶ Rock Rd	0.85	1500	G	97%	0%	1%	1%	1%	0%	F	0.119	F	0.538	1500	G	2002	
						From	SR 232 First St										
(4652) ¹²⁶ Rock Rd	0.53	2500	G	97%	0%	1%	1%	1%	0%	F	NA			2600	G	2002	
						From	Forest Ave										
(4652) ¹²⁶ Rock Rd	1.74	5300	G	97%	0%	1%	1%	1%	0%	C	0.099	F	0.505	5500	G	2002	
						To	Wadsworth St										
(4652) ¹²⁶ Rock Rd	0.33	2500	G	97%	0%	1%	1%	1%	0%	F	0.106	F	0.6	2700	G	2002	
						To	SR 177 Tyler Ave										
(4653) ¹²⁶ Pendleton St	0.53	960	G	98%	0%	1%	0%	1%	0%	C	0.101	F	0.509	1000	G	2002	
						From	First St										
						To	Eighth St										

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						2Axle	3+Axle	1Trail	2Trail								
City of Radford																	
(4653) 126) Eighth St	0.67	1600	G	98%	1%	1%	1%	0%	0%		C	0.113	F	0.531	1700	G	2002
(4653) 126) Eighth St	0.39	1200	G	98%	1%	1%	1%	0%	0%		F	0.12	F	0.53	1200	G	2002
(4653) 126) Walker St	0.53	3900	G	98%	1%	1%	1%	0%	0%		F	0.111	F	0.624	4000	G	2002
(4654) 126) Noblin St	0.25	1800	G	97%	1%	1%	0%	1%	0%		C	0.102	F	0.51	1900	G	2002
(4654) 126) Hammett Ave	0.16	1800	G	97%	1%	2%	0%	1%	0%		C	0.098	F	0.57	1900	G	2002
(4655) 126) Preston St	0.52	1300	G	98%	0%	1%	0%	1%	0%		C	0.109	F	0.54	1400	G	2002
(4656) 126) Grove Ave	0.76	3700	G	99%	0%	0%	0%	0%	0%		C	0.11	F	0.566	3900	G	2002
(4657) 126) Wadsworth St	0.90	7000	G	98%	0%	1%	0%	0%	0%		C	0.102	F	0.516	7300	G	2002
(4657) 126) Wadsworth St	0.53	5300	G	98%	0%	1%	0%	0%	0%		F	0.101	F	0.547	5600	G	2002
(4659) 126) Park Rd	0.64	920	G	99%	0%	1%	0%	0%	0%		C	0.110	F		960	G	2002
(4659) 126) Park Rd	0.76	920	N	99%	0%	1%	0%	0%	0%		N	0.110	N		960	N	2002
(4659) 126) Seventh St	0.08	860	G	99%	0%	1%	0%	0%	0%		F	0.123	F	0.622	900	G	2002
(4661) 126) Second Ave	0.98	3700	G	98%	1%	1%	0%	0%	0%		C	0.134	F	0.579	3900	G	2002
Town of Blacksburg																	
(150) New Country Club Ext.	0.15	NA		From Dead End						NA					NA		
(2) 150) University City Blvd	1.11	8100	G	96%	3%	1%	0%	0%	0%		C	0.095	F	0.545	8400	G	2002
(3150) 150) Country Club Dr	0.63	4200	G	99%	0%	1%	0%	0%	0%		C	0.122	F	0.575	4300	G	2002
(3151) 150) Ellett Rd	0.71	4000	G	98%	0%	1%	0%	0%	0%		C	0.128	F	0.771	4200	G	2002
(3152) 150) Prices Fork Rd	0.75	12000	G	97%	0%	2%	1%	1%	0%		C	0.102	F	0.631	12000	G	2002
(3152) 150) Prices Fork Rd	0.36	16000	G	97%	0%	2%	1%	1%	0%		F	0.091	F	0.615	17000	G	2002
(3152) 150) Prices Fork Rd	0.58	26000	G	97%	0%	2%	1%	1%	0%		F	0.092	F	0.583	27000	G	2002

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						2Axle	3+Axle	1Trail	2Trail								
Town of Blacksburg																	
(3153) 150 Airport Rd	0.37	1800	G	98%	0%	1%	0%	0%	0%	C	0.116	F	0.634	1900	G	2002	
				From	Country Club Drive					To	Main Street						
(3154) 150 Glade Rd	1.55	1200	G	96%	1%	2%	0%	1%	0%	C	0.097	F	0.62	1300	G	2002	
				From	WCL Blacksburg					To	Boxwood Dr						
(3154) 150 Glade Rd	0.46	1800	G	96%	0%	1%	1%	1%	0%	C	0.099	F	0.667	1900	G	2002	
				From	Oriole Dr					To	University City Blvd						
(3156) 150 Roanoke St	0.49	6700	G	97%	1%	2%	0%	0%	0%	C	0.094	F	0.591	7000	G	2002	
				From	Main St					To	Owen St						
(3156) 150 Owen St	0.11	5400	G	97%	0%	3%	0%	0%	0%	C	0.102	F	0.589	5600	G	2002	
				From	Roanoke St					To	Harding Ave						
(3156) 150 Harding Ave	0.16	5600	G	97%	0%	3%	0%	0%	0%	C	0.103	F	0.621	5900	G	2002	
				From	Owen St					To	Cork Dr						
(3156) 150 Harding Ave	0.51	6200	G	97%	0%	3%	0%	0%	0%	F	0.103	F	0.617	6500	G	2002	
				From	Prices Fork Rd					To	ECL Blacksburg						
(3159) 150 Tom's Creek Rd	0.96	13000	G	97%	0%	2%	0%	1%	0%	F	0.084	F	0.606	13000	G	2002	
				From	US 460 Bypass												
(3164) 150 Mt Tabor Rd	0.92	3300	G	97%	0%	2%	0%	1%	0%	C	0.106	F	0.664	3500	G	2002	
				From	US 460					To	NCL Blacksburg						
(3165) 150 E Clay St	0.61	NA												NA	NA	NA	NA
				From	C8US 460					To	Dead End Gap Terminus						
(3165) 150 Patrick Henry Drive	0.79	NA												NA	NA	NA	NA
				From	Roanoke St												
(3165) 150 Patrick Henry Drive	0.83	NA												NA	NA	NA	NA
				From	C8US 460					To	Toms Creek Rd						
Town of Christiansburg																	
(1) 154 Falling Branch Rd	0.46	NA												NA	NA	NA	NA
				From	60-640 JB-154 SCL Christiansburg												
				To	US 11 Roanoke St												
(3500) 154	0.14	NA												NA	NA	NA	NA
				From	60-666 JB-154 WCL Christiansburg												
				To	SR 8 W Main Street												
(3501) 154 S Franklin St	1.21	4500	G	97%	0%	2%	1%	1%	0%	C	0.103	F	0.735	4700	G	2002	
				From	ECL Christiansburg					To	Alleghany St						
(3501) 154 S Franklin St	0.57	6000	G	97%	0%	2%	1%	1%	0%	F	0.102	F	0.69	6300	G	2002	
				From	Alleghany St					To	US 460 Main St						
(3502) 154 Phlegar St	0.08	6100	G	96%	0%	3%	0%	1%	0%	F	0.09	F	0.532	6400	G	2002	
				From	US 11 Main St					To	First St						
(3502) 154 First St	0.40	6100	G	96%	0%	3%	0%	1%	0%	C	0.096	F	0.518	6300	G	2002	
				From	Phlegar St					To	US 460 Roanoke St						
(3503) 154 Depot St	0.12	9300	G	97%	0%	2%	1%	1%	0%	F	0.091	F	0.663	9700	G	2002	
				From	SR 8 App. Loc.					To	College St						

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Annual Average Daily Traffic Volume Estimates By Section of Route
Montgomery Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
Town of Christiansburg																	
(3503) 154 Depot St	0.14	NA				From	College St					NA			NA		
(3503) 154 Depot St	0.41	NA				To	US 11					NA			NA		
(3503) 154 Depot St	0.91	NA				From	C7US 460					NA			NA		
(3504) 154 Park St	0.87	1700	G	96%	0%	2%	0%	1%	0%	C	0.103	F	0.571	1700	G	2002	
(3505) 154 E Main St	0.17	2200	G	96%	0%	2%	0%	1%	0%	F	0.118	F	0.782	2300	G	2002	
(3506) 154 Ellett Rd	0.39	2600	G	96%	1%	2%	1%	1%	0%	C	0.117	F	0.568	2800	G	2002	
Jefferson St	7100	G				From	Norwood St				0.088	F	0.531	7400	G	2002	
						To	Tyler Ave										
Ninth St	150	G				From	Robertson St				0.116	F	0.59	150	G	2002	
						To	Wadsworth St										
Scott St	2700	G				From	Seventh St				0.098	F	0.558	2800	G	2002	
						To	Park Rd										
Sundell Dr	1900	G				From	Wadsworth St				0.139	F	0.548	1900	G	2002	
						To	Park Rd										
Third Ave	1700	G				From	Grove Ave				0.111	F	0.531	1800	G	2002	
						To	Norwood St										
Apperson Drive	180	G				From	Mason Drive				0.100	F	0.722	180	G	2002	
						To	Harding Avenue										
Draper Rd	720	G				From	Country Club Dr				0.133	F		750	G	2002	
						To	Airport Rd										
Hillcrest Dr	100	G				From	Country Club Dr				0.105	F		100	G	2002	
						To	Sunrise Dr										
Jackson St	4900	G				From	Church St				0.101	F		5200	G	2002	
						To	Penn St										
Lucas Drive	420	G				From	Giles Road				0.118	F	0.594	420	G	2002	
						To	Turner Street										
McBride Dr	720	G				From	Kelsey Dr				0.087	F		750	G	2002	
						To	Burrus Dr										
Progress St	4400	G				From	Broce Dr				0.084	F		4600	G	2002	
						To	Watson Ave										
Alleghany St	2400	G				From	Canaan Rd				0.096	F		2500	G	2002	
						To	Miller St										

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Route	Length	AADT	QA	4Tire	Bus	Truck				QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
Church St	590	G				From	Plum St					0.078	F		610	G	2002	
						To	King St											
Clearview Drive	2600	G				From	Regan Drive					0.096	F	0.606	2600	G	2002	
						To	Wimmer Street											
Electric Way	520	G				From	Fisher St					0.095	F		550	G	2002	
						To	Simmons Rd											
North Drive	260	G				From	Depot Street					0.103	F	0.593	260	G	2002	
						To	E. Main Street											
Republic Road	600	G				From	Lester Street					0.111	F	0.602	600	G	2002	
						To	Park Street											
Ridge Rd	110	G				From	Overhill Rd					0.099	F		120	G	2002	
						To	Dogwood Terrace											
Summitridge Road	780	G				From	Briarwood Drive					0.102	F	0.588	780	G	2002	
						To	S. Franklin Street											